

PART 6. TEMPORARY TRAFFIC CONTROL

CHAPTER 6A. GENERAL

Section 6A.01 General

Add the following to the end of the section:

Standard:

DOT&PF Policy and Procedure DPDR 05.05.020 shall be followed when establishing speed limits for DOT&PF construction zones.

CHAPTER 6B. FUNDAMENTAL PRINCIPLES

Section 6B.01 Fundamental Principles of Temporary Traffic Control

Add the following to the last paragraph B of the second Guidance section:

Generally, signs should not be posted on construction projects directing motorists to businesses. However, it may be necessary when one of the following conditions exist:

- A. When a business that was previously easily visible from the road is completely hidden by road construction activity
- B. When the route to a business that was previously readily evident from the road is hidden by road construction activity

Temporary business-identifying signs should be removed immediately when conditions A. and B. cease to exist.

Temporary business-identifying signs, if used, should be made from retroreflective sheeting on an inexpensive substrate. They should be designed so they will not be confused with official construction, warning, directional, or regulatory signs.

Temporary business-identifying signs should never be installed for the purpose of advertising. They are only acceptable as mitigation for construction activities that hide the business or the route to it.

Standard:

Temporary business-identifying signs shall have black legends and borders on orange backgrounds.

CHAPTER 6F. TEMPORARY TRAFFIC CONTROL ZONE DEVICES

Section 6F.03 Sign Placement

Delete the first sentence of the first Standard subsection and insert the following:

Post-mounted signs installed at the side of the road in rural areas shall be mounted at a height of at least 7 feet, measured from the bottom of the sign to the near edge of the pavement.

Section 6F.14 Special Regulatory Signs

Add the following new subsection at the end of the section:

Section 6F.14a Double Fine in Work Zone Signs (R16-100, R16-101, R16-102, R2-100, CW20-102)

Support:

The WORK ZONE, BEGIN DOUBLE TRAFFIC FINES (R16-100) and END DOUBLE TRAFFIC FINES (R16-101) signs legally establish the beginning and end of double fine zones. See 13 AAC 40.010 and 17 AAC 99.010.

Standard:

On DOT&PF construction projects, the DOT&PF regional traffic engineer shall identify projects to receive double fine signs. On DOT&PF maintenance projects, the regional Maintenance and Operations chief shall make that decision. All decisions shall be made in accordance with the information given in this section.

Guidance:

Double fine signs should be posted in designated double fine zones in all road construction, repair, maintenance, or utility work areas except for the following:

- A. Mobile operations, such as striping, grading, brush cutting, etc.
- B. Work on low-volume, low-speed roads
- C. Pilot car operations that extend the entire length of a project
- D. Work that will last less than 48 hours

Standard:

Within the previously-described road work areas, roadway segments where one or more of the following conditions exist are designated double fine zones:

- A. Active work areas: Areas where road workers and/or machinery are presently working on or adjacent to a road**
- B. Detours on new temporary roads built for that purpose; this does not include detours on existing streets.**
- C. Sections of paved roads where pavement has been removed**
- D. Roads where unmatched asphalt lifts result in a vertical lip between lanes**

Double fine signs shall be used only in designated double fine zones. They shall be removed or covered when work ceases for more than two days and conditions B. through D. above do not exist.

Double fine signs shall be confined to areas where the above conditions exist, with the following exceptions:

Option:

- A. If the project is 2 miles or shorter in length, the entire project maybe posted for double fines when the above conditions exist on any part of the project.**
- B. When the above conditions exist at multiple locations separated by less than 2 miles, the locations and intervening segments may be posted as a single double fine zone.**

Support:

“Work Zone Speed Limit Signs,” as used here, refer either to WORK ZONE SPEED LIMIT XX DOUBLE FINES (R2-100) signs or standard SPEED LIMIT (R2-1) signs with DOUBLE FINES (CW20-102) plaques mounted below them.

Standard:

The speed limit shown on Work Zone Speed Limit signs may be either the existing limit before work began or, if a work zone speed order has been approved in accordance with DOT&PF Procedure 05.05.020 PDR, a reduced limit.

Work Zone Speed Limit signs shall be posted at the beginning of every double fine zone, regardless of whether the speed limit has been reduced from the preconstruction limit.

The END DOUBLE FINES (R16-101) sign shall be posted at the end of every double fine zone.

The speed limit for the road beyond the construction zone shall be posted at the end of every double fine zone.

All existing regulatory speed limit signs within the double fines zone shall either be replaced with Work Zone Speed Limit (R2-100) signs or supplemented with CW20-102 plaques.

When a double fine zone is longer than 2 miles, Work Zone Speed Limit signs shall be posted at spacings not greater than 2 miles within the double fines zone.

Signs shall be installed at major intersections within the double fine zones, using one of the following methods, to warn entering drivers of double fines.

- A. Install work zone speed limit signs on the main street on either side of the intersection. If the speed limit in the work zone has been reduced from the preconstruction limit, these signs are mandatory.
- B. Install Work Zone Begin Double Traffic Fines (R16-100) signs with CW1-7 Arrow Panels mounted below them on the side street(s). The use of this signing eliminates the need for Road Work Ahead (CW20-100) signs.

Option:

DOUBLE FINES WHERE POSTED (R16-102) signs may be posted at Alaska border entry points or at other locations where it is important to notify drivers of Alaska's double fines law.

Support:

The use of the double fines zone signs is not intended to be a reason for diminishing the number of warning signs that would normally be required in the work zone.

Overuse of the double fine signs will diminish respect for, and effectiveness of, the signs. It will also result in needlessly increased fines for traffic citations.

Section 6F.15 Warning Sign Function, Design, and Application

Insert the following after the first Support subsection:

Option:

All warning signs may be used in construction and maintenance operations if the background color is changed to construction orange.. Reference to such signs will be designated with the prefix "C," denoting Construction, followed by the standard sign code. For example, the construction warning sign for a right-turn is a CW1-1R, which refers to a TURN sign with a construction-orange background.

Unless otherwise noted, locate construction warning signs in advance of the condition of concern by the distance given in Table 2C.05 of the MUTCD.

Delete the first paragraph under the second Standard subsection and insert the following:

The size of advance warning signs shall be as designated in the ASDS.

Delete the first two paragraphs under the last Option subsection.

Section 6F.42 UNEVEN LANES Sign (W8-11) [ASDS CW8-11]

Delete the first sentence under the Guidance subsection and insert the following:

The UNEVEN LANES (CW8-11) sign should be used during operations that create a difference in elevation between adjacent lanes of 1.5 inches or greater.

Section 6F.44 Other Warning Signs

Insert the following new subsection at the end of the section.

Section 6F.44a NEW TRAFFIC PATTERN (CW3-100)

Guidance:

The NEW TRAFFIC PATTERN (CW3-10) sign should be used to notify motorists of signal phasing modifications, traffic re-routing, etc.

Section 6F.45 Advisory Speed Plaque (W13-1) [ASDS CW13-1]

Delete the third sentence of the first paragraph of the Standard subsection and insert the following:

The sign size shall be as called for in the ASDS.

Insert the following at the end of the Standard subsection:

Advisory speeds shall be determined utilizing Section 2C.42 of this *Alaska Traffic Manual Supplement*.